

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 4784-01  
Bill No.: HB 2074  
Subject: Motor Carriers; Motor Vehicles; Roads and Highways.  
Type: Original  
Date: April 1, 2002

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**FISCAL SUMMARY**

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Highway Road Fund	(\$52,990)	\$0	\$0
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>(\$52,990)</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 4 pages.

**FISCAL ANALYSIS**

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### ASSUMPTION

Officials from the **Department of Transportation (DHT)** state this legislation requires trucks to use the right lanes on highways with more than 4 lanes.

DHT estimates that a total of 70 signs will be needed to cover the sections of roads designated in the bill; 42 of which will be erected in the St. Louis area and 28 in the Kansas City area. The proposed signs are 12 feet wide by 7 feet tall. Signs would be erected overhead, over the left lane at the beginning of a 3 or more lane section of highway and will be reinforced after interchanges with other freeways.

The new signs would contain the statement "No Trucks over 9 T Left Lane". Usage of this sign would be near the start of 6 or more lane sections of freeways. Additional signs would be used after interchanges with other freeways.

DHT estimates that the cost to manufacture and install an overhead sign is \$1,750 each. Of this cost, \$993 is for labor and \$757 is for the materials. The labor cost will be absorbed by the current forces. It is therefore estimated that there will be a one-time out of pocket cost to DHT of approximately \$52,990 (\$757 X 70 signs).

Officials from the **Department of Corrections (DOC)** state this bill, if passed into law, regulates lane usage by certain commercial motor vehicles. Penalty provisions for violations, the component of the bill to have potential fiscal impact for DOC, is for a class A misdemeanor.

DOC states that currently, they cannot predict the number of new commitments which may result from the creation of the offenses(s) outlined in this proposal. An increase in commitments depends on the utilization by prosecutors and the actual sentences imposed by the court.

If additional persons are sentenced to the custody of the DOC due to the provisions of this legislation, the DOC will incur a corresponding increase in operational cost through supervision provided by the Board of Probation and Parole (FY01 average of \$3.34 per offender, per day or an annual cost of \$1,219 per offender).

In summary, supervision by the DOC through probation or incarceration would result in some additional costs, but it is assumed the impact would be \$0 or a minimal amount that could be absorbed within existing resources.

### ASSUMPTION (continued)

Officials from the **Department of Public Safety - Missouri Highway Patrol, Office of the State Courts Administrator, Department of Revenue** and the **Office of the State Public Defender** each assume this proposal would not fiscally impact their respective agencies.

Officials from the **Office of Prosecution Services (OPS)** did not respond to our request for fiscal impact.

**Oversight** assumes OPS could absorb any additional cases resulting from this proposal with existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
<b>HIGHWAY ROAD FUND</b>			
<u>Costs - Road signs</u>	<u>(\$52,990)</u>	<u>\$0</u>	<u>\$0</u>
<b>ESTIMATED NET EFFECT TO HIGHWAY ROAD FUND</b>	<b><u>(\$52,990)</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

#### FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

#### DESCRIPTION

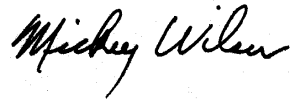
This proposal prohibits commercial motor vehicles with a gross weight in excess of 18,000 pounds from traveling in the far left lane of any roadway containing more than two lanes traveling in the same direction. An exception is made for emergency situations.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Public Safety  
Missouri Highway Patrol  
Department of Transportation  
Office of the State Public Defender  
Office of the State Courts Administrator  
Department of Corrections  
Department of Revenue

**NOT RESPONDING: Office of Prosecution Services**



Mickey Wilson, CPA  
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April 1, 2002